/375 cont./

175 369 [719] name of France by the post-captain Protet, who materialized this taking of possession by the construction of a protective fort, from which outfitting soon began. Work on the port[1] began in [505] 1862, and, on 4 November 1866, the first accomplishments were inaugurated by the first passage of a packet-boat. As early [508] as the first of April 1864, the lighthouse of the Grande-Mamelle was lighted, followed two years later, on the first of December 1866, by the two lighthouses with fixed lights at Cape Manuel and the Pointe des Almadies /Cape Almadies/. A first plan for the future city was approved by the decree of 1 July 1862, while from this time on a plan for a railroad to link Dakar and Saint-Louis agitated opinion.

Nevertheless, despite these efforts, the launching of Dakar, put under the administrative guidance of Gorée, was difficult; the city was unpopulated, the Goréans monopolizing the lands without wanting to leave their island. Moreover, Rufisque, closer to the regions where groundnuts were cultivated, was better located for commerce with the interior and, because of this, contributed to blocking the development of Dakar. But [633] the decree of 17 June 1887 separating Dakar from Gorée marked a decisive turning point (1885) in the life of the new creation.

369 2. Dakar, metropolis before being a city. Having become an autonomous center as a result of the Conference of Berlin, at a period when the colonial rivalries between the great powers were accentuated, Dakar benefited from the effective support /376/ of a mother country determined to make it a base for its expansion in West Africa.

504 369 It was the port in particular that was to be the essential instrument of the launching and of the power of Dakar. Its first elements constructed shortly after the occupation were clearly insufficient, and as early as 1892 it was necessary to extend the old embankment by 200 meters and to add on to it a pier of 280 meters (present Pier III). But it was especially from 1899 that [712] the great works began. The military port, which had to serve as

1 [i.e., the port of Dakar--Analyst]

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river is a sandy bar which sometimes prevents entry by ships for several weeks on end. After this the coast stretches south-south-westwards in a gentle curve of sandy beach. There are dunes along the shore, and, inland from them, the marshy depression already described on p. 397. There are very few villages and, indeed, very few landmarks of any kind. Seventy-four miles from the mouth of the Senegal the village of Kayar is perceptible from the sea. It is connected to Rufisque (17 miles) by a colonial road, and immediately south of it is Lake M'Baouar, which is seldom or never without water. After Kayar the coast trends more definitely south-west. Lake Retba, whose north-eastern end is 6½ miles from Kayar, is a permanent salt lake fed by the sea. There are other lakes and swamps behind the littoral dunes. On the coast itself stands another village, Cambérène, which is 22½ miles from Kayar and behind which rise the Petites Mamelles. These are three grey, isolated, sandy knolls, and they mark the beginning of the Cape Verde peninsula (Fig. 48).

The Cape Verde Peninsula and Goree Bay

Yof island (Plate 108), 3½ miles west of Cambérène, stands off the village (Plate 109) of the same name. The beach on the mainland is accessible to surf-boats in all weathers. Just west of the village is a cable hut, where cables are landed, and a tarmac road runs southwards to Ouakam and Dakar. The coast is now more indented, and, 2½ miles south-west of Yof, is a ledge of rocks which joins the shore to Ngor island and behind which is the village of Ngor. Three-quarters of a mile farther west the coast turns almost due south to reach Almadi point (Plate 110), the extreme west of the mainland of Africa. There is a lighthouse on a rock three-quarters of a mile out to sea. Cape Verde itself is 2 miles to the south-east of Almadi point, and behind it are two conical hills called the Mamelles. It was the stunted brushwood on these hills that gave the cape its name. From here to Cape Manuel the coast continues its south-easterly direction, being formed of red cliffs and small sandy beaches. Fann point, 3¾ miles from Cape Verde, marks the north-western end of Madeleines bay, which washes the south-western side of Dakar (p. 444). Some 2 miles south-west are the four Madeleines islands, all of which are rocky and three of which are inaccessible. At Cape Manuel, which is 131 feet high, the coast turns sharply north to form Bernard bay. North of Dakar is Hann bay, and both of these small bays are on the western side of Goree bay. This is generally considered to stretch from Cape Manuel to Cape Rouge, and in it,

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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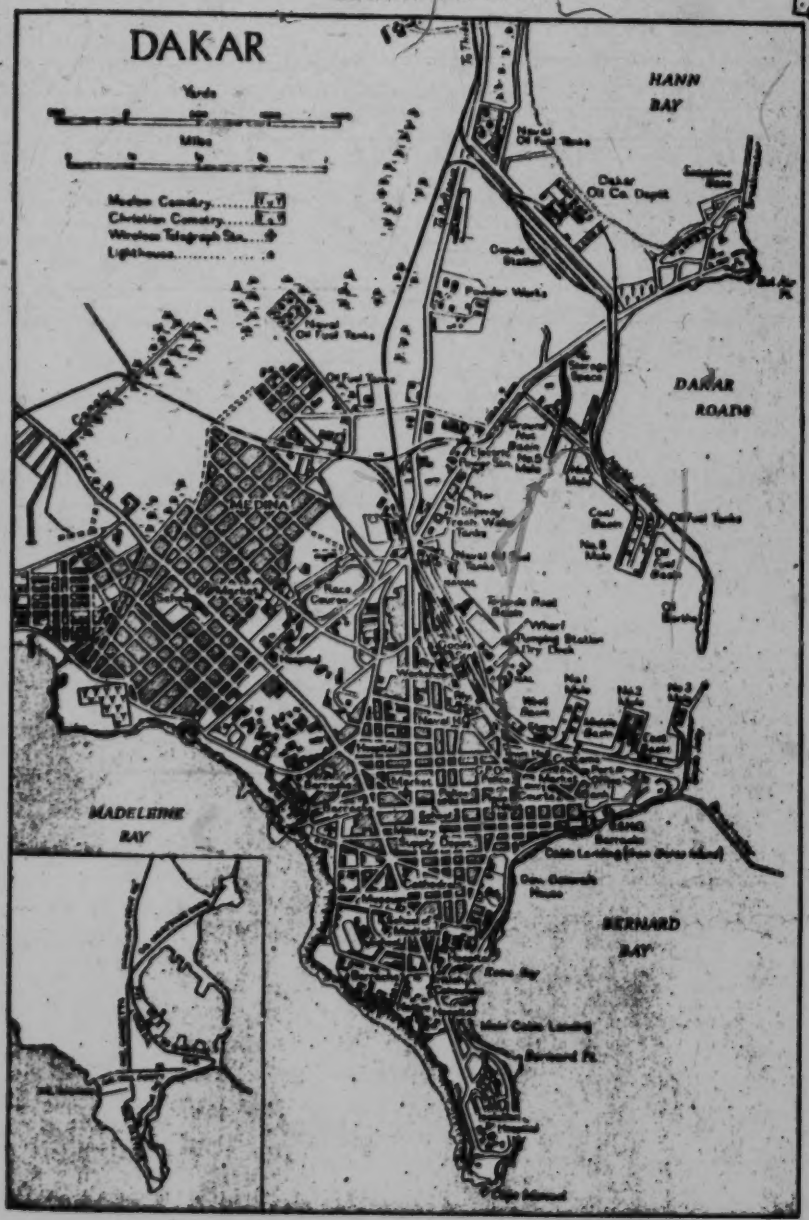

FIG. 54. *Dakar*

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37 Dakar

History

175 361 [197] Until the middle of the nineteenth century Dakar was a Lebou village. In 1846, however, a Roman Catholic convent was built there, and eleven years later the village and the Cape Verde peninsula were officially occupied. In 1858 the French Government signed a contract with the Messageries Impériales (now the Messageries Maritimes) whereby ships sailing between Bordeaux and Rio de Janeiro would call at Dakar. The company acquired 7½ acres of land near Dakar point, and in 1863 a small jetty was built. This was the beginning of the port. In 1864 a lighthouse was constructed near [502] Cape Verde and three years later two others, respectively at Almadi [496] point and at Cape Manuel. In 1885 the railway to St. Louis was opened. It was not, however, until 1898 that the idea was conceived [712] of making Dakar a big naval base, and by 1910 it was capable of accommodating vessels of all types. Further improvements have [504] since been effected, and to-day the dry dock is big enough to take a battleship.

The Town

361 Dakar has grown so as to cover the southern part of the Cape Verde peninsula, but the port is on the east side of the town. On the south-west are the cliffs of Madeleines bay and on the south-east those of Bernard bay. Dakar point marks the northern end of the latter. North of the port is Bel Air point, the southern limit of Hann bay.

The medina or native town, which contains nearly half the popula- [491] tion, is to the north-west of the main town. The intercolonial road enters the latter from the north and is continued as the Avenue Gambetta and the Avenue Maginot to an open space where stands [368] the Roman Catholic cathedral. East of the cathedral is the Residence of the Governor-General (Vol. I, Plate 58), magnificently situated on the top of the cliffs overlooking Bernard bay. Farther south are the British Consulate, the Pasteur Institute, the botanical gardens, and, [943] almost at Cape Manuel, the isolation hospital. The buildings of the army headquarters are near Dakar point. West of them are the port offices, the telephone exchange, the principal market, the Mairie (Plate 117), and the law courts. The town contains innumerable shops and offices and many clubs, cafés, hotels, and other amenities of modern civilization.

22: Winterbotham et al. K-4 (no date) 1944 M537 Senegal MS37
Dakar

Trade

Imports and Exports. Dakar is the outlet for almost the whole of French West Africa north of the forest. In particular it serves the most fertile and prosperous parts of Senegal and French Sudan. The principal export is, of course, ground-nuts, and others are gold, gum, shea butter, kapok, and hides. Imports include manufactured goods of all kinds, coal, oil fuel, wine, sugar, and flour. In 1937 imports totalled 1,298,700 tons to the value of 763,200,000 francs (£6,134,060) and exports 1,284,300 tons to the value of 572,300,000 francs (£4,599,740). This represents some 40 per cent. of the total trade of the Federation.

Manufactures. In or near the town are brickworks, a brewery, candle factories, charcoal furnaces, ice factories, sisal cleaning plants, sack factories, saw-mills, and factories for extracting ground-nut oil. There are also native handicraft workers. West of the town there are two basalt quarries, which are connected to the harbour by a railway line.

There are several trade unions.

Finance. The Port of Dakar has its own budget. In 1938 this balanced at 10,792,486 francs (£66,212). The principal items of revenue were the dues on the loading and discharge of cargo, which brought in 4,150,000 francs, the dues paid by ships, which brought in 1,566,000 francs, and the charges for the use of port equipment, which brought in 1,115,700 francs. The principal items of expenditure were 4,912,166 francs on wages and salaries of employees and 2,551,770 francs on the materials used in the maintenance of the port.

Description of Port

Anchorages. Outside the harbour there is good anchorage in 10 fathoms. Inside depths are greater, and there is space for a large number of vessels.

Quays and Wharfs. The main basins of the harbour are divided off from Goree bay and Dakar Roads by the North Jetty. This runs south-eastwards from the shore for nearly 1,200 yards and then turns southwards for its last 550 yards. Here are found the oil berths, and at the end of it is a light. Three moles project from the landward side of the main jetty. Behind No. 5 Mole, the nearest to the land, there is a large open space used for storing dumps of ground-nuts (Vol. I, Plate 8a). This end of the harbour is a seaplane base, with a hangar on the shore. On the north-west side there are some

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37 Dakar

504 small piers and a slipway. A quarter of a mile south of the slipway are the naval oil-fuel tanks, which are at the northern end of the dockyard. This has, among other works, a large basin and a dry [498] dock, and behind it are the railway goods station and workshops. Just beyond its southern corner is the main station, but extensions of the line run on to the wharfs. On the south side of the harbour are the three principal commercial basins, separated from each other by moles. The easternmost of these is the South Jetty, at the northern [502] end of which is another light, only 275 yards from the end of North Jetty.

From Dakar point a breakwater runs for 1,000 yards south-east and east.

Alongside depths vary from 21 feet at No. 1 Mole to 34 feet at No. 8 Mole, and the total length of quays and oiling berths, apart from those in the dockyard, is 13,861 feet.

Warehouses. There are warehouses on No. 1 Mole, No. 2 Mole, and No. 3 Mole, and all along the south side of the harbour.

Equipment. The dry dock is 656 feet long and 93 feet wide and can be divided into two parts. There are numerous cranes of all types, including floating cranes. The two largest of these are each of 125 tons. Repair facilities are good, and the port is well supplied with tugs, launches, and lighters.

Fuel. The commercial oil-fuel tanks are on the south shore of Hann bay. Behind them is a goods station. Additional naval oil tanks are farther north-west. A pipe-line connects the commercial tanks to the oil berths at the end of North Jetty. Coal is stored on [439] No. 8 Mole. It is very largely imported from South Wales. Good stocks of both fuels are normally held.

Communications

498 *Rail.* Dakar is the terminus of the railway from Thiès and St. Louis (Route 1). From Thiès Route 2 runs to Kidira (396 miles) and ultimately to Koulikoro (801 miles). The main station is at the south-east corner of the harbour, close to the dockyard.

491 *Road.* It has already been stated that the intercolonial road runs north from the end of Avenue Gambetta. It follows the curve of Hann bay to Rufisque (15 miles) before going to Thiès (44 miles). A minor road leads north-westwards to Ouakam (5 miles) and Yof (8 miles). There are also other minor roads.

508 *Air.* The airport lies nearly 5 miles north-west of the main town, 509 and has hangars and workshops. In 1939 Dakar was on the Air France

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I. General Information

131 a) Geographical survey. The circle /cercle, an ad-
634 ministrative district/ of Sine-Saloum is a vast region of 26,000 square kilometers in area. It is one of the most important parts of the colony of Senegal. It is a heavily populated region. Finally, it has an economic value greater than that of the other territories which, together with it, constitute the Government of Senegal in French West Africa.

Bounded on the west by the Atlantic Ocean, it touches on the upper basin of the Gambia to the east and therefore on the very borders of the western Sudan, from which it is separated only by the circle of Tambacounda.

To the north, it reaches the desert of the Ferlo and the Djoloff region.

Along the entire southern part, its frontier runs along the territory of the British colony of Gambia, following precisely the parallel 13° 35' 36", conforming to the delimitation of the International Commission of 1891.

Such are its geographic limits.

133 A great navigable route crosses it from east to west, ending at the ocean; this is the Saloum River, which today is no more than a long maritime channel, narrow in its upper part, which the mud ruins by obstructing it, and ending in a vast estuary with a thousand /93/ ramifications, bordered by banks of sand and providing passage for ocean-going vessels at the place called Pointe de Sangomar, where there is a very narrow and not very deep passage. At low tide, in fact, the depths there are only three and a half to four meters. Under the influence of the trade winds and the tide race, the bar is subject to displacements which the hydrographic
[502] service rectifies by a series of buoys which is continued even
361 beyond the estuary and up to Kaolack, a port about 100 kilometers from the coast.

[505] In this sea arm of the Saloum, the tide makes its effects felt almost to Birkelane, 130 kilometers from the ocean. The

23: Aujas--16 G-5 (no date) 1929 MS37 Senegal MS37

/Between pp. 104 and 105/

Plate I

●502

Pilot Station at the Pointe de Sangomar.

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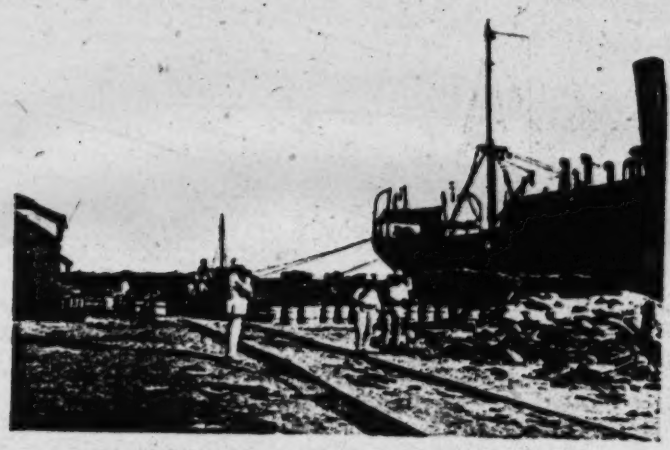

The Port of Kaolack: the quays.

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504 to the Thiès-Niger railroad. The Kayes-Kaolack route saves
[496] about 225 kilometers for the merchandise on the Kayes-Dakar journey, which is appreciable, considering the high cost of the railroad rates.

Exporters, and even importers, therefore have an interest in using the port of Kaolack.

To justify this interest, however, it was necessary: 1st,
[502] to put marker buoys on the Saloum; 2nd, to equip the port.

The buoying was completely redone in 1922; it is examined and repaired each year.

Modern facilities for the port are on the way to being realized.

504 653 New works at the port of Kaolack. The government of the colony, after having made different studies concerning the arrangements at the port of Kaolack, opened a competition at the beginning of 1927, by means of which it called on the large public-works enterprises to submit proposals for the arrangements on the right bank of the Saloum River for a distance of 350 meters, with the view of enabling ocean-going vessels to load and unload their merchandise directly, without the aid of barges or tenders, and for the construction of a
[491] permanent bridge on the Saloum, about 200 meters long, intended to replace the Noirot bridge, located about two kilometers upstream from the port.

The plans of the Société de constructions Edmond Coignet, of Paris, which were classed No. 1 as being the most adequate for the requirements of commerce and as requiring the least expense, anticipate the following construction and arrangements:

504 A reinforced concrete landing, 350 meters /108/ long and eight meters wide, whose upstream end will be near the Chavanel wharf, and whose downstream end will extend 110 meters toward the present downstream landing of the Thiès-Niger railroad.

The bank of the new work will coincide with the frontage of the approach of the existing landing and in addition will be protected by reinforced concrete pilings every 30 meters.

The landing will be constructed to support a uniformly distributed load of 3,000 kilograms per square meter, as well

/109 cont./

491 line in addition to the normal traffic of pedestrians and vehicles.

653 The colony of Senegal, in concert with the Société Coignet, is currently preparing the agreement, which will be passed immediately and which will require three years for the landing, the embankments of the terrepleins, and the bridge.

The realization of the works and arrangements planned will be an interesting example of close co-operation between the government of the colony, the public works services, the [441] Kaolack Chambre de Commerce, and private enterprise.

433 To demonstrate the importance of the port of Kaolack, it is sufficient to put some figures before the eyes of the reader. One will get an idea of the growth of the commercial movement that the privileged location of Kaolack on the river enabled one to foresee 15 years ago.

433 505 In 1905, Kaolack was still a small, insignificant village. Foundiougne was the great port of the Saloum. But Kaolack was the outlet for an entire hinterland much larger; it was the access route of the products from Baol and Haut-Saloum /Upper Saloum/; finally, it was the natural port for the Sudan. Its approach, 120 kilometers from the ocean and made difficult by the passage of the Sangomar channel and [502] the sandbanks of the river, has been facilitated by the buoys. Running aground has become much rarer. Piloting, however, is obligatory.

496 433 Railroads. The railroad from Thiès to Niger, /110/ extended by a branch of 22 kilometers, which starts at Guinguinéo and ends at Kaolack, brought out the full importance of the latter point as the lands located near the railroad were improved. This development will take several years. It is steadily and fully progressing today. Like all railroad lines, the artery of the Thiès-Niger breathes life into formerly deserted regions, which are now being populated and opened for colonization.

648 504 Undoubtedly Kaolack benefited from the non-application of the Franco-British pact of April 8, 1904. As is known,

/111 cont./

491 season by truckage, the development of which has grown in
[494] considerable proportions since 1920.

The network of roads is on the whole excellent. Every winter, it is subject to deteriorations; the latter are repaired as soon as the dry season arrives. Thousands of workers making
[464] their annual contribution are employed there under the supervision of native chiefs and under the direction of the European administrative authorities. Some artificial works, embankments, bridges, culverts, gutters, and channels have been constructed in the swampy places or to cross spots of water.

363 In the communes, the roads are gradually being paved with paving stones as the urban streets develop. In Kaolack six kilometers of streets have been paved with stones in the past five years.

505 Inland navigation. As we have already seen, the Saloum is the major channel of inland navigation. Steamers enter it by the maritime passage of Sangomar. In the channel, 120 kilometers long, up to Kaolack, there are some bends or
• [502] passages that are quite difficult to negotiate. A pilot is necessary. All of the boats have one, whom they take on at Dakar or Rufisque. The Sine is traveled in the same fashion up to Niamnioroh.

[501] There are countless marigots which are accessible to cutters, small launches, barges, or dugouts. There are several thousand kilometers /112/ of waterways which connect villages, centers of cultivation, and fishing agglomerations.

In the Bas-Saloum in particular, commercial traffic is handled by cutters or by dugouts.

Saboya, on the marigot Miniminian, an affluent of the Gambia, is accessible to ocean-going vessels. Each year boats come to seek the stock of groundnuts produced by this region.

Here are some comparative figures on navigation for the three ports of Kaolack, Foundiougne, and Saboya.